



San Bernardino Associated Governments

1170 W. 3rd Street, San Bernardino, CA 92410

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Web: www.sanbag.ca.gov



•San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
•San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies

AGENDA

Mountain/Desert Committee Measure I Committee

February 15, 2008

9:00 a.m.

Town of Apple Valley
14955 Dale Evans Parkway
Apple Valley, CA

Mountain/Desert Committee Membership

Chair

*Rick Roelle, Council Member
Town of Apple Valley*

*Bill Jahn, Mayor Pro Tem
City of Big Bear Lake*

*Mike Rothschild, Council Member
City of Victorville*

Vice Chair

*Dennis Hansberger
Board of Supervisors*

*Mike Leonard, Mayor
City of Hesperia*

*Chad Mayes, Council Member
Town of Yucca Valley*

*Trinidad Perez, Mayor Pro Tem
City of Adelanto*

*Rebecca Valentine, Council Member
City of Needles*

*Brad Mitzelfelt
Board of Supervisors*

*Lawrence Dale, Mayor
City of Barstow*

*Jim Harris, Council Member
City of Twentynine Palms*

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

The San Bernardino County Transportation Commission, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

The San Bernardino County Transportation Authority, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.

The Service Authority for Freeway Emergencies, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.

The Congestion Management Agency, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.

As a Subregional Planning Agency, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency**

AGENDA

**Mountain/Desert Committee
*Measure I Committee**

**February 15, 2008
9:00 a.m.**

**Town of Apple Valley
14955 Dale Evans Parkway
Apple Valley, CA**

**CALL TO ORDER:
(Meeting Chaired by Dennis Hansberger)**

- I. Attendance:**
- II. Agenda Notices/Modifications:**
- III. Announcements:**

1. **Possible Conflict of Interest Issues for the Mountain/Desert Committee Meeting of February 15, 2008.** Pg. 6

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

Consent Calendar

2. **Attendance Register** Pg. 7

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Discussion Items

* Items marked with an asterisk denote review by both the Mountain/Desert Committee and Measure I Committee.

3. **Victor Valley Area Transportation Study (VVATS)** Pg. 9

Approve the Final Report for the Victor Valley Area Transportation Study. **Ryan Graham**

4. **Findings from the September 2007 Transportation Development Act Unmet Transit Needs Public Hearings** Pg. 20

Adopt Resolution 08-004; Resolution of the San Bernardino County Transportation Commission Adoption of Unmet Transit Needs Findings for the Public Hearings held in September 2007. **Mike Bair and Beth Kranda**

5. **Loan to Mountain Area Regional Transit Agency** Pg. 37

1. Authorize a loan in the amount of \$454,933 from the Local Transportation Fund (LTF) and

2. Approve Agreement C08157 for the loan to Mountain Area Regional Transit Agency for the purchase of six paratransit buses. **Mike Bair and Beth Kranda**

Public Comments

Items under this heading will be referred to staff for further study, research, completion and/or future actions.

6. Additional Items from Committee Members

7. Brief Comments by the General Public

Additional Information

Acronym List

Pg. 43

ADJOURNMENT:

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Next Mountain/Desert Committee Meeting – Friday, March 21, 2008
Lake Arrowhead Resort & Spa, at 10:30 a.m.
in the Pine Cone Room

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

**SANBAG General Practices for Conducting Meetings
of
Board of Directors and Policy Committees**

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

The Vote as specified in the SANBAG Bylaws.

- Each member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he would like to amend his motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: February 15, 2008

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
		<i>None</i>	

Financial Impact: This item has no direct impact on the budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and Policy Committee members.

Responsible Staff: Michelle Kirkhoff, Director of Air Quality/Mobility Programs

*

*Approved
Mountain/Desert Committee*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD - 2008

Name	Jan	Feb Spec. Mtg	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Trinidad Perez + City of Adelanto	X												
Rick Roelle Town of Apple Valley	X	X											
Lawrence Dale City of Barstow	X	X											
Bill Jahn City of Big Bear Lake	X	X											
Mike Leonard City of Hesperia		X											
Rebecca Valentine City of Needles	X	X											
Jim Harris City of Twentynine Palms	X	X											
Mike Rothschild City of Victorville	X	X											
Chad Mayes Town of Yucca Valley		X											
Brad Mitzelfelt County of San Bernardino	X	X											
Dennis Hansberger County of San Bernardino	X	X											

*Non-voting City Representative attended
+ Measure I Committee representative

**The Mountain/Desert Committee did not meet

*** New SANBAG Board Member

X = Member attended meeting.

* = Alternate member attended meeting. Empty box = Member did not attend meeting Crossed out box = Not a Board Member at the time.

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Page 1 of 1

MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD - 2007

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Trinidad Perez + City of Adelanto	X	X	X			X		X	X	X	X	X
Rick Roelle Town of Apple Valley	X		X			X		X	X		X	X
Lawrence Dale City of Barstow	X	X	X			X		X			X	X
Bill Jahn City of Big Bear Lake			X					X		X	X	X
Mike Leonard City of Hesperia	X		X			X		X	X	X	X	X
Rebecca Valentine City of Needles	X	X	X			X		X	X	X	X	X
Jim Harris *** City of Twentynine Palms	X		X			X		X			X	X
Mike Rothschild City of Victorville	X	X	X			X		X	X		X	*
Chad Mayes Town of Yucca Valley		X	X			X		X	X	*	X	
Brad Mitzelfelt County of San Bernardino	X	X				X		X		X	X	X
Dennis Hansberger County of San Bernardino		X	X			X		X	X	X	X	X

*Non-voting City Representative attended
+ Measure I Committee representative

**The Mountain/Desert Committee did not meet

*** New SANBAG Board Member

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: February 15, 2008

Subject: Victor Valley Area Transportation Study (VVATS)

Recommendation:* Approve the Final Report for the Victor Valley Area Transportation Study.

Background: For the past two years, SANBAG with participation from the Cities of Adelanto, Hesperia, Victorville, Town of Apple Valley, County of San Bernardino and Caltrans has been working to develop a long range transportation plan for the Victor Valley. The plan is known as the Victor Valley Area Transportation Study (VVATS). The consultant under contract for this study is Kimley-Horn and Associates, Inc.

J.D. Douglas, project manager from Kimley-Horn, has made three prior presentations to the Mountain/Desert Committee on July 21, 2006, March 16, 2007 and August 17, 2007 documenting the progress of the study. The prior presentations have included a discussion of the Existing Conditions Report, a discussion on right of way preservation, key findings from the alternatives analysis, and potential funding scenarios for the recommended transportation system.

The Final Report will be available for review at the February 15, 2008 Mountain/Desert Committee. Chapter 4, which includes discussion of the Recommended Plan, has been included as Attachment 1 to this agenda item. Based on the analysis contained in the study, the recommended roadway system plan for Year 2035 includes the following elements:

Approved
Mountain/Desert Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

- Increased capacity on I-15 consistent with the adopted locally preferred strategy for the I-15 corridor (one additional general purpose lane plus one high occupancy vehicle lane in each direction from US-395 to the High Desert Corridor, and two reversible managed lanes from US-395 to SR-210).
- Construct the High Desert Corridor as a limited access highway from US-395 to Dale Evans Parkway, and as an expressway from Dale Evans Parkway to SR-18.
- US-395 is developed as a high capacity six-lane arterial, with limited driveway access and enhanced intersection capacity at major intersections including dual left turn lanes and in some locations separate right turn lanes.
- SR-138 between I-15 and Summit Valley Road will need to be widened to four lanes and realigned to a higher design speed and capacity.
- New freeway interchanges constructed on the I-15 at Ranchero Rd, Muscatel Rd, Mojave Rd, Eucalyptus Rd and La Mesa/Nisqualli Rd.
- Arterial streets developed as included in local jurisdiction General Plans, including new bridges across the Mojave River (at Yucca Loma Rd, Lemon St/Tussing Ranch Rd, and Rock Springs Rd) and new grade separated crossings of the BNSF rail line.

The estimated construction cost of the recommended Year 2035 roadway system is approximately \$3.06 billion in 2007 dollars. Of the total system cost, approximately \$2.22 billion is projected to be available from current funding sources, including development fees, Measure I and state and federal sources. The approximately \$800 million balance of funding needed to complete the Year 2035 recommended system requires additional funding. Based on the tolling analysis prepared as part of the study, potential toll revenues on the High Desert Corridor through the Year 2035 are estimated at \$148 million. If tolls are included in the funding scenario, the remaining funding shortfall is about \$685 million.

Two additional potential options to bridge the remaining funding shortfall were identified by the consultant as part of the report. First, if San Bernardino County approved an additional ½ cent sales tax beginning in 2025, the Victor Valley could generate an additional \$545 million for system improvements by 2035, assuming that this was totally devoted to regional improvements. Second, Victor Valley jurisdictions could approve additional transportation development impact fees in the amount of \$4,000 per dwelling unit equivalent (in 2007 dollars) to

generate approximately \$520 million between now and 2035. Both of these funding scenarios have their pros and cons. However, the recommended system cannot be further scaled back without experiencing detrimental effects to regional mobility in 2035. Although it is not necessary to select a strategy to fill the funding gap identified in VVATS at this time, Victor Valley jurisdictions should be aware that all the projects identified in the plan cannot be fully funded unless significant additional sources of revenue are found. SANBAG and local jurisdictions must pursue all possible state and federal funding opportunities, but at the same time, ultimate responsibility for funding the regional projects in the Victor Valley falls on local shoulders.

J.D. Douglas is scheduled to present the Final Report for VVATS at the February 15, 2008 Mountain/Desert Committee. The presentation will highlight the efforts conducted since the August presentation to Mountain/Desert Committee to bring the report to completion and a discussion of the final recommended roadway system and financial plan.

Financial Impact: This item has no direct impact on the adopted SANBAG Budget. Staff activities associated with this item are consistent with the adopted SANBAG Budget, Task No. 94508000, Victor Valley Area Transportation Study.

Reviewed By: This item is scheduled for review by the Mountain/Desert Committee on February 15, 2008.

Responsible Staff: Ryan Graham, Transportation Planning Analyst
Steve Smith, Chief of Planning

4 RECOMMENDED PLAN

The analyses presented in the previous chapter were used to develop two roadway plans for the Victor Valley: a Year 2035 plan and a General Plan Buildout. The 2035 plan was designed to satisfy the level of service objectives with projected 2035 levels of development using funding from current sources to the greatest extent possible. The Buildout plan was designed to satisfy the level of service objectives with full buildout of the Victor Valley as envisioned in the General Plans of the four incorporated areas and the County of San Bernardino.

4.1 Year 2035 Recommendations

The shortfall in available funding compared to the capital costs of the high-level scenarios that include all three new transportation corridors made it clear that the recommended Year 2035 system would not be able to include full development of the new corridors, and the system would need to be scaled back to a capacity level consistent with the here 2035 travel demands. This was accomplished by enhancing capacity in areas projected to experience congestion in Alternative 8, and reducing the number of lanes planned on arterial streets in the outlying portions unincorporated of the Victor Valley where the traffic forecast showed that the number of lanes could be reduced without creating congestion.

The recommended roadway system plan for Year 2035 is shown in **Figure 4-1**. It includes the following elements:

- Increased capacity on I-15 consistent with the adopted locally preferred strategy (LPS) for the I-15 corridor (one additional general purpose lane plus one high occupancy vehicle lane in each direction from US-395 to the High Desert Corridor, and two reversible managed lanes from US-395 to I-210.
- Construct the High Desert Corridor as a limited access highway from US-395 to Dale Evans Parkway, and as an expressway from Dale Evans Parkway to SR-18.
- US-395 is developed as a high capacity six-lane arterial, with limited driveway access and enhanced intersection capacity at major intersections including dual left turn lanes and in some locations separate right turn lanes.
- SR-138 between I-15 and Summit Valley Road will need to be widened to four lanes and realigned to a higher design speed and capacity.
- New freeway interchanges constructed on I-15 at the locations shown on Figure 4-1.
- Arterial streets developed with the number of lanes indicated in Figure 4-1, including new bridges across the Mojave River (at Yucca Loma Road, Lemon Street/Tussing Ranch Road, and Rock Springs Road) and new grade-separated crossings of the BNSF rail line.

Forecast ADT volumes at key locations for the recommended system are shown in **Figure 4-2** for Year 2035. **Figure 4-3** shows the roadway segments projected to experience PM peak period



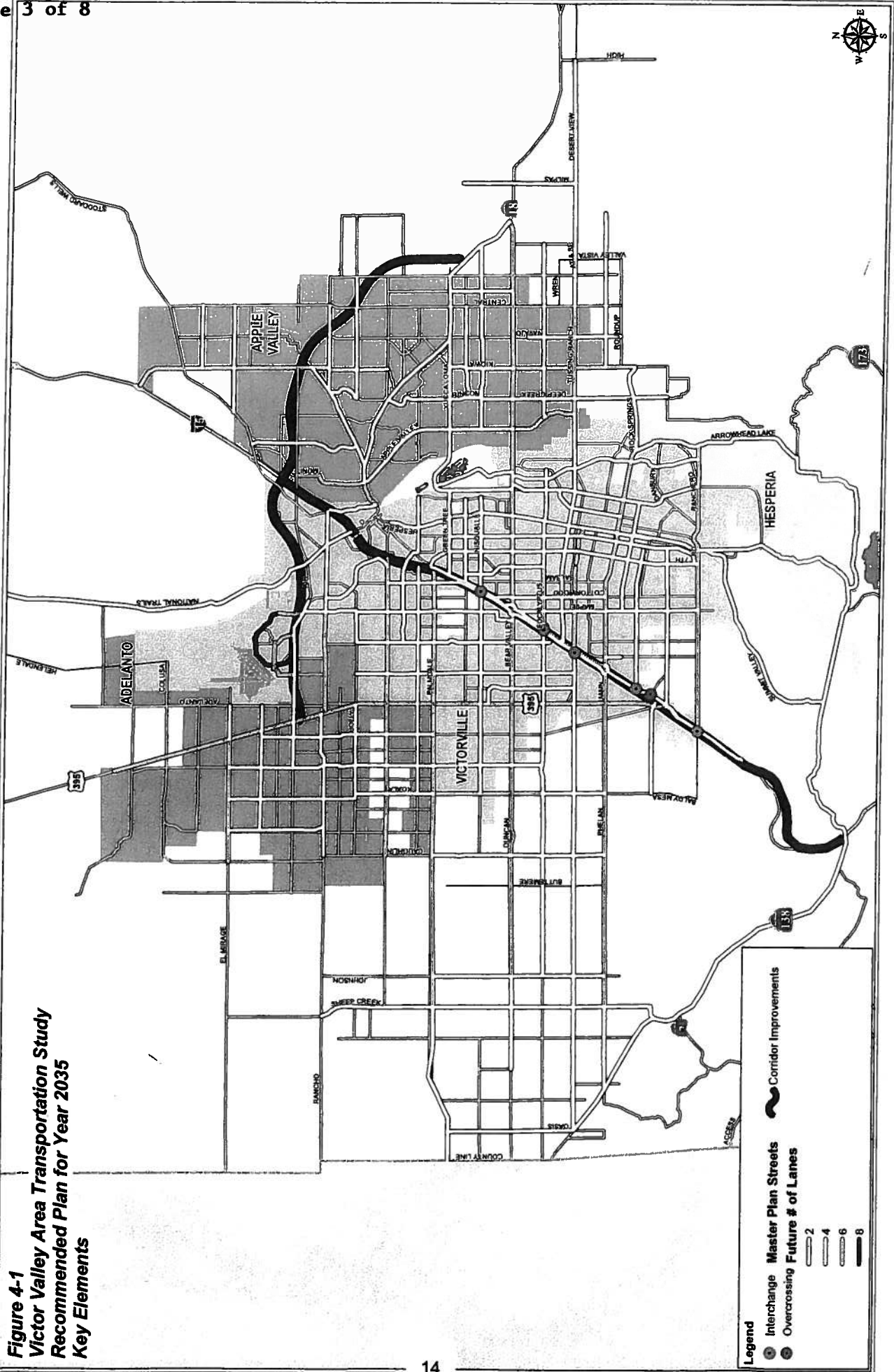
congestion in Year 2035 with the recommended plan. With the recommended improvements, the only roadways projected to experience Levels of Service E or F are the highways through the Cajon Pass area (I-15 and SR-138), as well as a few localized congestion hot spot locations, mostly through interchanges along I-15.

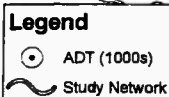
The estimated construction cost of the recommended Year 2035 roadway system is approximately \$3.06 billion. Table 4-1 shows the system construction costs in relation to the available funding sources for the recommended system. The costs are expressed in 2007 dollars. Of the total system cost, approximately \$2.22 billion is projected to be available from current funding sources including development fees, Measure I, and state and federal sources. This represents 72.5% of the total system cost, approximately \$800 million less than the \$3.06 billion needed. As Table 4-1 indicates, the projects that require supplemental funding are construction of the High Desert Corridor, widening of I-15, and right-of-way acquisition for the future corridors (Realigned US-395 and Southeast Beltway).

One potential source of additional revenue would be user fees, if the High Desert Corridor is developed as a toll road. Potential toll revenues that could be generated by the High Desert Corridor through the Year 2035 are estimated to be approximately \$148 million. If tolls are included in the assumed funding scenario, the remaining funding shortfall is about \$685 million.

To make up the shortfall, SANBAG and its member agencies should work to secure additional state and federal funding. However, it should be recognized that many urban areas are seeking additional sources of transportation funds, so competition for additional dollars will be fierce and should not be counted on to fill the shortfall. Therefore, consideration should also be given to identifying additional sources of funding from local sources over which SANBAG and its member agencies have more control.

Two additional local sources were evaluated to determine their potential for additional revenue generation. (1) If all of San Bernardino County approved a 10-year increase in the Measure I sales tax (a 1% tax from 2025 to 2035), it could generate an additional \$545 million for the Victor Valley. (2) If the Victor Valley jurisdictions all approved an additional transportation development impact fee equivalent to \$4,000 per single family dwelling unit, between now and 2035 it would generate approximately \$520 million.





**Victor Valley Area Transportation Study
Recommended Plan for Year 2035
Level of Service Summary**

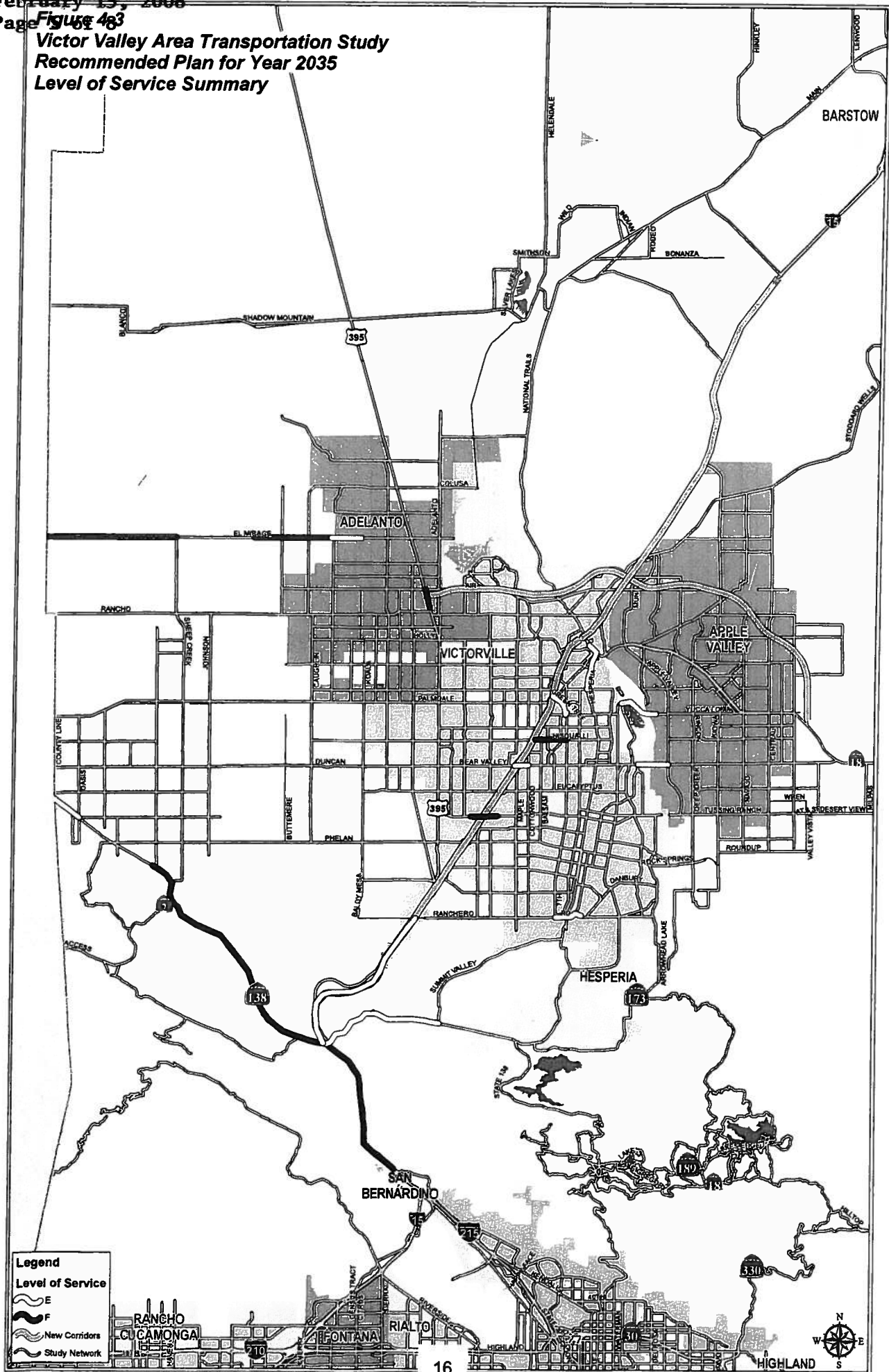


Table 4-1 - Cost Summary of Recommended System

	Millions of Dollars	REVENUE BY SOURCE				SUPPLEMENTAL FUNDING		
		DIF	Other Developer	Local Measure	MLH Measure	State/Fed	Tolls	Unfunded
NEW CORRIDORS								
High Desert Corridor								
e/o 395	\$364							
Interchanges.....	115							
Right-of-Way.....	74							
w/o 395	0	\$553			120	56	148	229
Construction.....	0							
Interchanges.....	0							
Right-of-Way.....	0	\$0						0
US-395								
Construction.....	0							
Interchanges.....	0							
Right-of-Way.....	89	\$89			0	0	89	
Southeast Beltway								
Construction.....	0							
Interchanges.....	0							
Right-of-Way.....	12	\$12						
I-15 Widening (SR-138 to Mojave River)								
Mojave River to Bear Valley (Construction + ROW)	116							
Bear Valley to US-395 (Construction + ROW)	174							
US-395 to Oak Hills (Construction + ROW)	110	\$400			45	0		355
INTERCHANGES, OVERCROSSINGS AND BRIDGES								
I-15 Interchanges and Overcrossings.....	449							
River Crossings.....	80	180	0	79	134	56		0
Railroad Crossings.....	120	49		20		11		0
		40		52		28		0
ARTERIAL STREET IMPROVEMENTS								
Construction - curb lane only.....	767							
Right-of-way.....	356							
Construction - interior lanes.....	180							
Intersection widening: construction.....	45	90		40				0
Intersection widening: right-of-way.....	4	25		20				0
		3		1				0
ASSUMPTIONS								
High Desert Corridor		\$387	\$1,083	\$302	\$299	\$151	\$148	\$685
US-395								
Southeast Beltway								
I-15 Interchanges and Overcrossings								
I-15/Ranchero: new interchange								
I-15/Muscatel: new interchange, Joshua overcrossing remains								
I-15/Mojave: new interchange								
I-15/Eucalyptus: new interchange								
I-15/LaMesa/Nisqualli: new interchange								
Victor Valley Area								
Transportation Study								
TOTAL	\$3,055	\$387	\$1,083	\$302	\$299	\$151	\$148	\$685
								\$0
								\$3,055

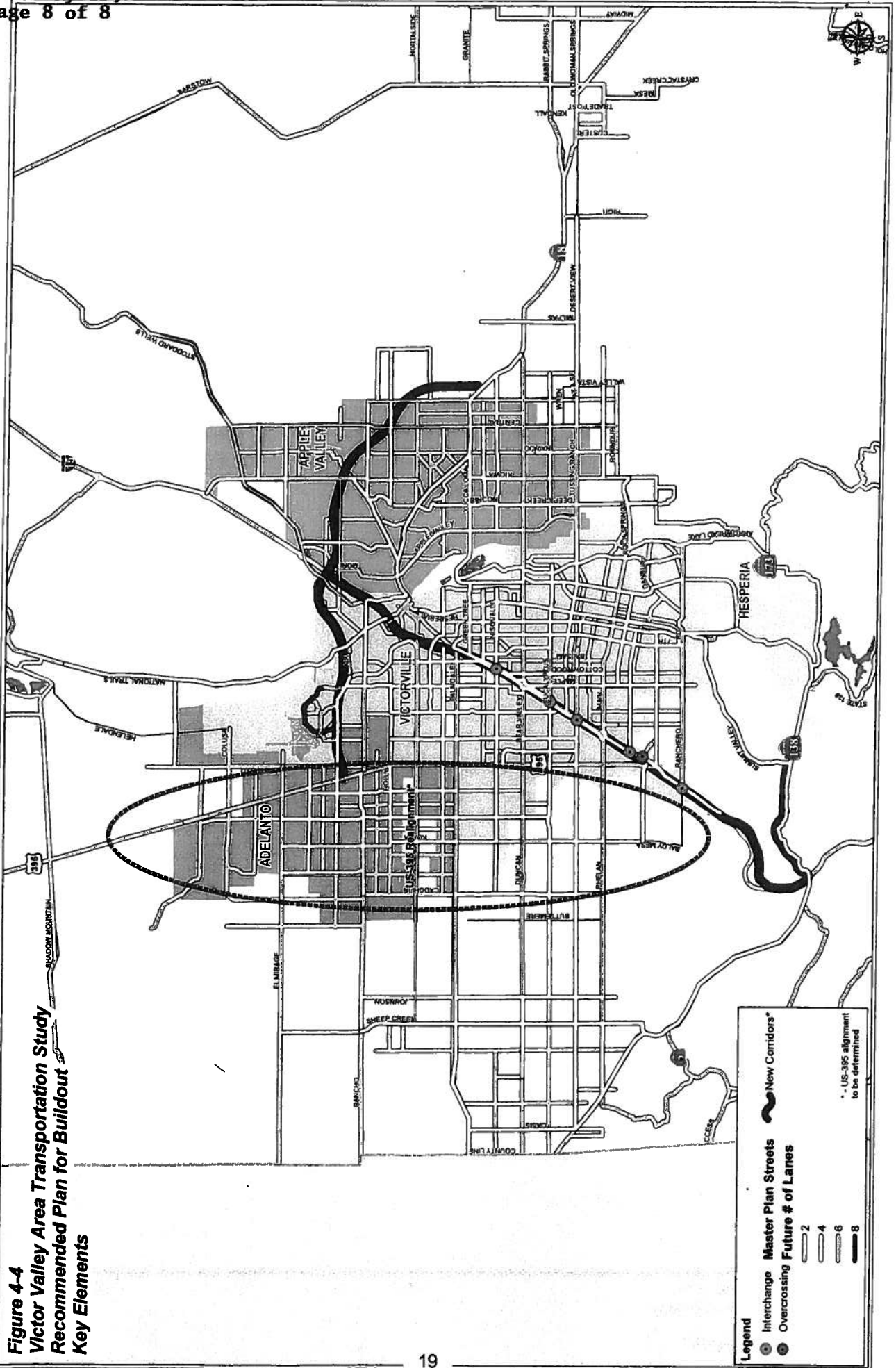


4.2 General Plan Buildout Recommendations

The recommended roadway system for General Plan Buildout is shown in **Figure 4-4**. It includes all the improvements recommended for Year 2035, plus new highway corridors (the realigned US-395 and the Southeast Beltway), and full development of the roadway systems planned in the local agencies' general plans.

A number of alternative alignments have been identified for the realigned US-395 but a preferred alignment will be determined through additional studies to be conducted at a later date.

The Buildout peak period demand in the SR-138 corridor would require additional capacity from I-15 to Summit Valley Road. West of Summit Valley Road the two arterials would provide sufficient capacity. Therefore it is recommended that the Southeast Beltway limited access highway be constructed from I-15 to Summit Valley Road.



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: February 15, 2008

Subject: Findings from the September 2007 Transportation Development Act Unmet Transit Needs Public Hearings

Recommendation: Adopt Resolution 08-004; Resolution of the San Bernardino County Transportation Commission Adoption of Unmet Transit Needs Findings for the Public Hearings held in September 2007.

Background: During September 2007 SANBAG, acting as the County Transportation Commission (Commission), held three public hearings for the Mountain/Desert Region in San Bernardino County in response to the Transportation Development Act (TDA) requirement to obtain testimony regarding unmet transit needs that can be reasonably met (PUC §99238 and 99401.5) by establishing or contracting for new public transportation or specialized transportation service or by expanding existing services. The first and second public hearing was held in Victorville and Big Bear Lake on September 18, 2007. The third public hearing was held in Joshua Tree on September 20, 2007. In addition to the public hearing testimony, the Commission accepted written and internet correspondence. The governing bodies of the Victor Valley Transit Authority, Mountain Area Regional Transit Authority and the Morongo Basin Transit Authority served as the hearing boards.

Attachment A is Resolution 08-004 that contains the formal findings from the public hearing process. Attachment B provides the definitions of "unmet transit needs" and "reasonable to meet" adopted by the Commission as of September

Approved
Mountain/Desert Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

2004. These definitions have been used to determine the recommended formal findings contained in Resolution 08-004. Attachment C provides a summary of the testimony received and the recommended staff response.

In general the testimony received in the Upper Desert Region related to the Victor Valley. There were several comments addressing continued improvements to the VVTA network. VVTA's 5 year implementation of its Operation and Growth Analysis study, completed in January 2007, will address most of those concerns which include reduced waiting times between buses, more bus stops and additional routes. Due to some recent rerouting many comments were received in reference to specific stops, some of which have moved due to safety issues and more that will be implemented once certain locations undergo major improvements. Comments were received requesting Sunday service, currently there are no immediate plans to implement Sunday service, and this will be revisited after planned improvements have been implemented and a determination can be made that adding Sunday Service will not result in VVTA meeting its required operating ratio. There were comments referring to lack of shelters and VVTA is encouraged to expand its bus stop solar lighting placement program following the completion of a stops inventory. Many comments were in reference to Intercity Commuter Bus Service to San Bernardino and SANBAG is currently in the process of pursuing a Commuter needs analysis and alternatives study through a Caltrans Community Based Transit Planning Grant. Results of the study will be presented to both VVTA Board of Directors and SANBAG policy board for further direction. Several Social Service Agencies testified to the need for intercity trips for their clients from the upper desert into the San Bernardino Valley. Four initiatives are currently underway including:

1. VVTA Greyhound Ticket subsidy program
2. The Department of Rehabilitation convening several meetings of a Down the Hill Task force to explore coordination opportunities between human service organizations and public transit.
3. The County of San Bernardino has begun discussions of ways to provide limited intercity services between Barstow and Victorville into San Bernardino with the potential for expansion from Needles to San Bernardino in the future.
4. SANBAG and the County are working with Vista Guidance Center around this project using Vista's Section 5310 vehicles. Cost and revenue projections are being developed as well as a fare, service and operations structure.

In reference to Needles, written testimony was received describing the need of medical trips from Needles into both Fort Mohave and Bullhead City. SANBAG, working with Needles city staff, has developed an operations plan and budget amendment to provide limited medical service oriented transportation to Fort Mohave and Bullhead City. This lifeline service is scheduled to begin in January 2008.

The testimony received in the Mountain Region addressed mostly operational issues, such as communication, operating and dispatching procedures, schedules, service changes, bus stops and down the hill services. In January 2007 MARTA completed its Operational Analysis which addressed most of these operational issues and it is recommended that MARTA provide the necessary funding to implement the adopted recommendations identified in their Operational Analysis.

The testimony received in the Lower Desert Region included requests for weekend services, bus shelters and improvements, extended service hours, routing, additional services into Palm Springs and a request for medical trips to Loma Linda and the Veterans Administration Hospital. MBTA also completed their Comprehensive Operational Analysis in January 2007 and has approved many additions as well as rerouting due to the completion of the Yucca Valley Transit center. It is recommended that after the implementation of approved service enhancements MBTA consider providing additional weekend service.

Financial Impact: This item has no direct impact on the adopted budget. The Commission is responsible for administering the Transportation Development Act funds for San Bernardino County, including conducting the unmet transit needs public hearings and adoption of formal findings in response to the testimony received. Funding for the expenses associated with this activity is provided for under Task 50208000 TDA Administration. The funding source is LTF Administration.

Reviewed By: The preliminary findings were presented and recommended for adoption by the Public and Specialized Transportation Advisory and Coordinating Committee (PASTACC) on December 11, 2007. The hearing board for the Lower Desert Region will review the findings for that area on January 17, 2008. The Upper Desert Region hearing board will review the findings for that area on January 28, 2008. The hearing board for the Mountain Region will review the findings for that area on January 22, 2008. The Mountain/Desert Committee will review the findings and staff will recommend approval of the findings contained in Resolution 08-004 on February 15, 2008.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs
Beth Kranda, Transit Analyst

ATTACHMENT A

RESOLUTION NO. 08-004

**RESOLUTION OF THE SAN BERNARDINO
COUNTY TRANSPORTATION COMMISSION
ADOPTION OF UNMET TRANSIT NEEDS FINDINGS
FOR HEARINGS HELD IN SEPTEMBER 2007**

WHEREAS, the San Bernardino County Transportation Commission (SANBAG) is the designated transportation planning agency for San Bernardino County, and is therefore, responsible for the administration funds under the Transportation Development Act (TDA), as amended; and

WHEREAS, SANBAG had adopted definitions of "unmet transit needs" and "reasonable to meet" during its regular meeting of January 8, 2003 and adopted a modification to the definition of "reasonable to meet" on September 1, 2004; and

WHEREAS, SANBAG conducted three public hearings in September 2007 to obtain testimony regarding unmet transit needs in the Mountain/Desert region of San Bernardino County; and

WHEREAS, SANBAG has given consideration of the testimony received during the public hearing process pursuant to PUC Sections 99238 and 99401.5; input from the Public and Specialized Transportation Advisory and Coordinating Council (PASTACC), the advisory council established pursuant to PUC Section 99238; and adequacy of public and specialized transportation contained in the most recently adopted Regional Transportation Plan; and the analysis of potential alternative public and specialized transportation services that would meet all or part of the transit demand;

NOW, THEREFORE BE IT RESOLVED, that the Board of Directions of San Bernardino County Transportation Commission hereby finds that:

1. There are no unmet needs that can be reasonably met within the Upper Desert Region of San Bernardino county provided that County of San Bernardino:

A. Work with SANBAG in designing, implementing and funding cost effective life line service one day per week service from Barstow into San Bernardino and 2 days per week service from Victorville into San Bernardino for the purpose of medical or social service trips.

2. There are no unmet transit needs that can be reasonably met within the Mountain Region of San Bernardino county provided that the Mountain Area Regional Transit Authority (MARTA)

3. There are no unmet transit needs that can be reasonably met within the Morongo Basin Lower Desert portion of San Bernardino County provided that the Morongo Basin Transit Authority (MBTA)

Approved by the Board of Directors of the San Bernardino County Transportation Commission at a regular meeting thereof held this March 5, 2008.

*Approved
Board of Directors*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

ATTACHMENT B

Definitions of "Unmet Transit Needs" and "Reasonable to Meet" adopted by the San Bernardino County Transportation Commission Board of Directors on July 11, 2007

Unmet Transit Needs: Unmet transit needs are any deficiency in the provision of public transit service, specialized transit service or private for-profit and non-profit transportation.

Reasonable to Meet: Reasonable to meet is a determination to be made based upon the following guidelines, performance and financial standards:

- A. Community acceptance** – The proposed service has community acceptance and support as determined by the Unmet Transit Needs public hearing record, the inclusion of adopted programs and plans, the adoption of governing board positions and other existing information.
- B. Timing** –
 - 1. The proposed service shall be in response to an existing rather than future need.
 - 2. The proposed service shall be implemented consistent with the timing for federal and state grant approval if such a grant is the most appropriate primary method of funding.
- C. Equity** – The proposed service shall:
 - 1. Not unreasonably discriminate against or in favor of any particular segment of the community.
 - 2. Not result in reduced service levels for other parts of the transit system that have equal or higher priority.
 - 3. Require a subsidy per passenger generally equivalent to 120% of similar services being operated within the first two full fiscal years of operation unless overriding reasons so justify.

D. Cost effectiveness – The proposed service shall:

1. Not duplicate other existing transportation services or resources.
2. Consider opportunities for coordinating among adjoining public entities or with private transportation providers and/or funding agencies in order to maximize existing resources (including financial) as well as legal or customary responsibilities of other entities such as social service agencies, religious organizations and schools.
3. Not adversely affect the operator's ability to meet the required ratio of fare revenue to operating cost after two full fiscal years of operation.
4. Meet a productivity level of 80% of the average number of passengers per hour for similar services being operated within the first two full fiscal years of operation unless overriding reasons so justify.

E. Operational feasibility – The proposed service must be safe to operate, including the operation of vehicles on adequately maintained roadways.

San Bernardino County
Transportation Development Act Unmet Transit Needs Hearings, FY 07/08
Upper Desert Region – Air Quality Management District Offices, September 18, 2007
SUMMARY OF TESTIMONY AND RESPONSES

Testimony	Responses
<p>Continued Improvements to the VVTA Network</p> <p>Dept. of Rehabilitation representative speaks to:</p> <ul style="list-style-type: none"> - There is need for increased number of bus stops, increased transit availability, and reduced wait times between buses. - Waits of one hour and more is too long between buses; frequencies of ½ hour are desirable. - Need more bus stops (bus routes) near employer sites and feeder routes to improve access to these. <p><i>James-Michael Yates, California Dept. of Rehabilitation</i></p> <p>Students attending Victor Valley College and traveling by bus need to be on time; grade points deducted if they are late and this is not fair.</p> <p><i>Mrs. Owen Russell, Apple Valley</i></p> <p>In Adelanto, we would like to have half hour frequency on buses.</p> <p><i>Terri Martini, Adelanto</i></p> <p>Customer unhappy that the 53 takes an hour to from Victor Valley College to the mall. Customer is also upset the 53 no longer stops in front of the Desert Valley Hospital.</p> <p><i>Catherine Peterson</i> (Received from VVTA Transtrack Comment Log)</p>	<p>VVTA's 5-year implementation of its <i>Operations and Growth Analysis</i> study, completed in January 2007, is expected to include:</p> <p><u>YEAR 1</u> (beginning July 1, 2007)</p> <ul style="list-style-type: none"> - Adjusting routes to establish a core route network of fixed routes and community access circulators, with timed transfers to the core routes. - Convenient bus schedule with 60 minute service, coordinated transfer locations and increased reliability. - Peak period frequency increases from 60 minutes to 30 minutes on Rt. 53 traveling between Victor Valley College and the Victor Valley Mall. - Adjusting County Rt. 22 to serve Helendale. - Fare adjustment from \$1.00 to \$1.25 (base fare). <p><u>YEAR 2</u></p> <ul style="list-style-type: none"> - Creating West Victorville Community Dial-a-Ride - Improve peak frequency from 60 to 30 minutes by 3 additional AM routes and 3 additional pm roundtrips to the Core Routes. - Improve peak frequency from 60 to 30 minutes by adding 3 additional routes to both the AM and PM to Adelanto Community Circulator <p><u>YEAR 3</u></p> <ul style="list-style-type: none"> - Adjustments and additional routes to enhance the core network: Hesperia Main Street, Hesperia to V.V. Mall, Victorville to Adelanto N. Route, Victorville to Hesperia. - Base fare adjustment from \$1.25 to \$1.35. <p><u>YEAR 4</u></p> <ul style="list-style-type: none"> - Improve peak period frequency from 60 minutes to 30 minute by adding 3 additional routes in both AM and PM. <p><u>YEAR 5</u></p> <ul style="list-style-type: none"> - Improve peak period frequency from 60 minutes to 30 minutes by adding 3 additional routes in both AM and PM. - Base fare adjustment from \$1.35 to \$1.50 <p>For more detail on VVTA's planned changes see the <i>Operations and Growth Analysis</i> (January 2007) at: www.vvta.org</p>

Testimony	Responses
<p>VVTA Fixed-Route Routing and Routing Changes</p> <p>Have to walk home to Pebble Beach Drive from Lorene --- too long a walk. Near Pebble Beach, have to walk from Green Tree & Rodeo, to get to Loraine. Too long a walk.</p> <p><i>John Tatum, Victorville</i> <i>Mrs. Owen Russell, Apple Valley</i></p> <p>Charwood Street near Bear Valley and Luna -- no bus in this area. Have to call Direct Access to get around. Would be a lot easier if it were possible to take the fixed-route bus.</p> <p><i>Gary Giffen, Victorville</i></p> <p>Routes are not timed correctly for Adelanto buses to make the connection to other VVTA routes at Lorene; buses are not making courtesy waits to enable riders to transfer.</p> <p><i>Patty Duncan, Adelanto</i></p> <p>Move the transfer location over near Costco where there is all the traffic.</p> <p><i>Jacqueline Hutton, Victorville</i></p> <p>Will the City of Hesperia have any buses from Escondido/Cedar? Teenagers will have to walk to these locations, which are two mile away.</p> <p><i>Leticia Ruiz Victorville</i> <i>(Received from VVTA Transtrack Comment Log)</i></p> <p>Senior community desperately needs bus service south of Jess Ranch community on Apple Valley Rd.</p> <p><i>Joan Millar</i> <i>(Received from VVTA Transtrack Comment Log)</i></p> <p>Consumers are unhappy with the loss of the stop at N Outer Hwy 18 by the subway at the small shopping center before St. Mary's.</p> <p><i>Nancy Loyd</i> <i>(Received from VVTA Transtrack Comment Log)</i></p> <p>Customer requesting a bus route in the area of Rancho, between Maple and Opaz to serve the numerous new communities in those areas.</p> <p><i>Ron Bernuy</i> <i>(Received from VVTA Transtrack Comment Log)</i></p>	<p>The section of Pebble Beach to Lorene (Rt. 51) was re-routed to Burning Tree due to the safety concerns of the turn onto Rodeo from Green Tree. The distance from the old stop by Pebble Beach to the new Burning Tree stop (Rt. 51) is 0.3 miles; the distance from the old stop by Pebble Beach to the stop at Rodeo (Rt. 45) is 0.2 miles. This routing is expected to stay, given operational concerns about safety. Riders with walking difficulties can call Direct Access.</p> <p>Due to the lack of connectivity between the new residential developments west of Hwy 395 between Duncan Rd./Bear Valley Rd and Palmdale Rd/Hwy 18 fixed route service is not possible. However shortly after July 2008 VVTA will initiate a general dial a ride service for this area and Charwood will receive this service.</p> <p>On-time performance is being more carefully monitored with new supervisory staff. VVTA administration is seeing improved timeliness, due both to supervisory attention and to the fact that the new route structure of the Growth and Operations Analysis makes it easier for vehicles to be on-time.</p> <p>Service in Adelanto may need some attention to improve the connectivity at Lorene. VVTA administration is encouraged to review these, see what improvements may be possible.</p> <p>The Costco transfer location is currently undergoing major improvements: sawtooth cutouts with designated bus stops for each route; 3 new shelters and possibly 2 benches, solar lighting; all relocated further west to provide better access to the newly remodeled Costco. Buses will begin using the new and improved transfer location when the installation of amenities is completed.</p>

Testimony	Responses
<p>VVTA Fixed-Route Routing and Routing Changes, cont'd</p> <p>Passenger unhappy with Route 53 and would like for it to make a left on second street at Desert Valley Hospital.</p> <p><i>Anonymous</i> (Received from VVTA Transtrack Comment Log)</p> <p>A mother would like for the bus to go down Kiowa and get the school kids to Apple Valley high School before classes start at 7:00am</p> <p><i>Denette</i> (Received from VVTA Transtrack Comment Log)</p> <p>Sunday Services in Victorville and Adelanto</p> <p>Need Sunday service in the VVTA service area.</p> <p>Would like limited Sunday service; works in retail and still need to get to work on Sundays. It is difficult to tell buses that the bus isn't running and can't get there.</p> <p><i>Diane Gustafson, Victorville</i> <i>Jacqueline Hutton, Victorville</i></p> <p><i>Terri Martin, Adelanto</i></p> <p>Victorville Deviated Fixed Route Service</p> <p>Have to pay extra money to travel on the deviated fixed-route.</p> <p><i>Diane Gustafson, Victorville</i></p>	<p>See previous page for responses.</p> <p>Sunday services are not currently planned for implementation by the <i>Operations and Growth Analysis</i>. Potentially Sunday services become feasible if VVTA is able to maintain current ridership, and grow this sufficiently that system-wide the minimum farebox requirement of 20% of operating costs can be met. The challenge of Sunday services is that it typically has lower ridership, levels below the minimum farebox thresholds, requiring that weekday and Saturday services are sufficiently high to offset the impact of Sunday's lower ridership contribution to the farebox.</p> <p>The deviated service is an extra charge, to be picked up at the curb. A senior has to pay \$1 for the deviation, in addition to the \$0.60 fare for a total of \$1.60. This fare is less than the Direct Access fare of \$2.50. A Direct Access riders pays the standard Direct Access zone rate for a curb-to-curb ride. One option to Direct Access certified riders is to transfer to the fixed route system and receive a free day pass. Questions about fare policies can be directed to Customer Service at 948-4021.</p> <p>Direct Access services do not currently reach to these areas. It may be possible in the future, as the population of the region continues to expand, but at present services cannot be provided beyond the existing Apple Valley service limits and into North Lucerne.</p>
<p>ADA Direct Access</p> <p>Recommendation for Direct Access service to the Mariana's in the outlying Apple Valley area which have dirt roads.</p> <p><i>Ann Harding, Apple Valley</i> (Received from VVTA Transtrack Comment Log)</p> <p>There are concerns that the Direct Access service does not cover North Lucerne Valley. Customer is requesting a copy of the service letter and the reason for her exclusion in writing.</p> <p><i>Liz Hiatt</i> (Received from VVTA Transtrack Comment Log)</p>	

Testimony	Responses
<p>Driver Rudeness</p> <p>being treated poorly on Route #52; was late for work also. <i>Diane Gustafson, Victorville</i></p>	<p>VVTA administration is directed to continue to work with its operations contractor on driver training issues. It is noted that the complaints of driver attitude around interactions with riders are down considerably from prior years suggesting that some changes in policy are working and should be continually reinforced.</p>
<p>Notices About Unmet Transportation Needs Hearings</p> <p>distributed 300 flyers about hearings but was advised to stop because some facts wrong. <i>Diane Gustafson, Victorville</i></p>	<p>VVTA is encouraged to develop a Rider Ambassador program, similar to the one in place in the Morongo Basin, to utilize the energy of its riders and willing volunteers. This individual is encouraged to consider volunteering to assist VVTA in distributing the Unmet Needs Take-Ones that SANBAG prepares to announce the annual Unmet Needs hearing process, usually conducted in the fall.</p>
<p>Bus Shelters</p> <p>Adelanto – Need a shelter at Verbena and Joshua (Star); need light at that shelter as it is dark there. <i>Terri Martin, Adelanto</i></p> <p>Apple Valley – Need a shelter near the new Apple Valley Target at Serrano/Acherias and LaTorritos where there is much traffic. Need a bench also. <i>Jacqueline Hutton, Victorville</i></p>	<p>VVTA is encouraged to expand its solar lighting placement program, of which it has some on order, using available STAF funding to focus on stop locations such as these. The conduct of an inventory of stops could be aided by inviting riders to offer suggestions and by using the boarding and alighting information from the <i>Operations and Growth Analysis</i> to select stops for placement of amenities. Individual city/town jurisdictions will be responsible for installation, although VVTA may be able to assist with installation expense.</p>
<p>Inter-city Commuter Bus – Victorville to San Bernardino</p> <p>needed to have the down-the-hill transportation returned. At present time there is no alternative but the Greyhound bus for those that need bus service. <i>Gary Giffen, Victorville</i></p> <p>asked the neighborhoods to obtain signatures to a petition for down-the-hill service. List of names attached. People need to get from the Victor Valley and Apple Valley to the Metrolink lines. Population has increased dramatically in recent years. Need to have commuter bus returned to save the air. <i>Sheila Miller, Victorville</i></p> <p>Miller requests the VV Commuter to be started back up in order to get to Rowhead Community Hospital. <i>Linda Osborn</i> <i>(Received from VVTA Transtrack Comment Log)</i></p>	<p>SANBAG is pursuing a commuter needs analysis study to better quantify the inter-city commuter demand and from that, to determine what kind of cost-effective response is or is not feasible. Clearly demand continues to increase although it was apparently not sufficient several years ago to sustain VVTA's commuter service. Although ridership grew modestly over the three-year demonstration period, generally modest ridership levels translated to a per rider subsidy of about \$300 per person per trip for the operating months in FY 04/05 when the service last operated.</p> <p>Results of the needs analysis will be brought before the VVTA Board of Directors and the SANBAG policy board to consider what, if any, responses might be feasible at this time.</p>

Testimony	Responses
<p>Inter City Service Needs</p> <p>Upper Desert Transportation Needs for Medical and Other Human Services (Trip Purposes, Inter-city and Intra-city)</p> <p>Dept. of Rehab sees significant transportation needs for its consumers, over 1000 clients in the upper desert from Needles, Barstow and the Victor Valley.</p> <p>Consumers need to travel to and from work.</p> <p>Transit professionals need to receive advice from Dept. of Rehabilitation and other social service agencies on clients' trip-making needs.</p> <p><i>James-Michael Yates, California Dept. of Rehabilitation</i></p> <p>Barstow to Victorville --</p> <p>Needles and Baker to San Bernardino --</p> <p>Victorville to San Bernardino</p> <p>There is dire need for inter-city transportation among these desert communities so that low-income individuals can get to needed services. An initial coordination meeting was held in Barstow; common needs are experienced by a number of agencies and there is opportunity for a coordinated response to these needs.</p> <p>Opportunities for consolidation of resources exist but also need for leadership to bring pieces together.</p> <p><i>Emma P. Gross, Desert Mana Homeless Services, Barstow</i></p> <p><i>Nellie Green, Dept. of Aging and Adult Services</i></p> <p>Trips into Veteran's Hospital and Loma Linda</p> <p>There is need for veterans to get into the San Bernardino Valley. There is a VA clinic at Industrial and Bear Valley, but still some trips have to be made into the valley also.</p> <p><i>Robert Castrion, Veteran's Advisory Council, Hesperia</i></p> <p>Intercity Bus Transportation -- Greyhound</p> <p>Requests reduced fares for Greyhound. What is the status on this?</p> <p><i>Diane Gustafson, Victorville</i></p>	<p>Four initiatives are underway to address these needs inter-city needs which were extensively documented through the San Bernardino Coordination Study.</p> <ol style="list-style-type: none"> 1. The Dept. of Rehabilitation, Victorville office, has convened several meetings of a Down-the-Hill task force to explore coordination opportunities between human services agencies and public transit to meet these needs. These meetings have been ongoing through the fall 2007 and are promising for crafting new partnerships. 2. The County of San Bernardino has begun discussion of ways to provide limited, pilot inter-city services between Needles, Barstow, the Victor Valley and San Bernardino. SANBAG is working with the County to develop services responses that are cost-effective. These services are potentially life-line levels of service -- one or two days a week; with one round trip that might loop through the major medical and social services. 3. SANBAG and the County are working with Vista Guidance Center around this pilot and with the 4 vehicles that it is receiving from the Section 5310 program. Passenger fares are expected to be close to the costs of a Greyhound bus ticket, although slightly more expensive given that this service will likely go directly to key facility in the San Bernardino Valley. 4. VVTA has implemented the Greyhound Ticket buy-down program as of November 1st, whereby tickets can be purchased at VVTA offices by consumers for reduced fares at 50% of the face value. VVTA at present can only accept cash but is working on capabilities for debit/credit transactions. <p>Interested human services organizations, such as the Veteran's Administration and Dept. of Rehabilitation, are encouraged to work with VVTA to facilitate ticket purchases on behalf of their clients and to promote the availability of this new discounted ticket opportunity.</p> <p>PASTACC members are strongly encouraged to support these emerging pilot opportunities, considering participating as financial partners and then promoting use of these services, available now or tentatively planned for July 1, 2008 implementation.</p>

<p>Testimony City of Needles Transportation Services</p>	<p>Responses</p>
<p>Iver Rider and the Southern Nevada Transit Coalition speak to the needs of residents in Needles, CA. for trips outside of Needles, specifically to Valley View hospital and the Colorado River Medical Center in Fort Mohave, AZ., to the eastern Arizona Regional Medical Center, located in Bullhead City, AZ and other medically-related destinations in the area. Additionally some transportation needed by Needles residents for nutritional needs.</p> <p>ie SNTC is interested in providing dial-a-ride services to residents in the Needles area.</p> <p><i>Debbie Dauenhauer, Southern Nevada Transit Coalition</i></p>	<p>The City of Needles had planned to institute limited medically-oriented service into Fort Mohave and Bullhead City. SANBAG reviewed these needs and determined these to be valid, strongly recommending that this service be implemented. SANBAG determines that these needs are reasonable to meet, given the service design worked out between the City and SANBAG. Particularly in light of the fact that County medical facilities in Needles are not yet operational, the City is directed to develop this lifeline service to enable those in need to reach required medical and social service destinations.</p> <p>PASTACC members are encouraged to work with their agency staff working with Needles constituencies to promote this service.</p>
<p>Transportation Funding for Seniors and Persons with Disabilities</p> <p>Would like to know where is the funding for transportation for seniors and disabled people?</p> <p><i>John Tatum, Victorville</i> <i>Mrs. Owen Russell, Apple Valley</i></p>	<p>The new Measure I funding, voted into place by San Bernardino County voters in 2006, does not become effective until 2010. It is called the Measure I extension.</p> <p>The Victor Valley has a provision increasing the existing level of 5% of revenues for its Senior and Disabled Transit Services by a half percentage annually for five years, until it reaches a maximum of 7.5% of total funds collected. These funds will provide fare subsidies that control the fare pricing and provide support for transit services for seniors and persons with disabilities. The Measure I extension will also provide for use of Local Street Project funds for transit purposes, including but not limited to fare subsidies and enhancements oriented to seniors and persons with disabilities. Such enhancements will not commence until 2010 when the Measure I extension becomes effective.</p> <p>Funding under the existing Measure I sales tax goes to support paratransit services for seniors and persons with disabilities, including offering a fare subsidy on VVTA fares through the cities and County allocation of Measure I for the Victor Valley.</p>

Transportation Development Act Unmet Transit Needs Hearings, FY 07/08
Mountains Region – Big Bear Lake City Hall
Big Bear Lake, September 18, 2007
SUMMARY OF TESTIMONY AND RESPONSES

Testimony	Responses
<p>Communications</p> <p>Difficulty in communication between drivers, dispatchers and management with poor service results for riders.</p> <p>Drivers are not communicating with riders as they might, for example honking horn when they have arrived at the rider's home. This is important given the 30 minute window of waiting for the trip.</p> <p style="text-align: right;"><i>Suzanne White, Big Bear</i></p>	<p>MARTA has hired new management and is in the process of instituting new policies and procedures to address communication issues between dispatch and drivers, as well as to improve service practices. MARTA anticipates that riders are already seeing the results of this effort in the day-to-day operation.</p>
<p>Dial-a-Ride Pick Up Window</p> <p>The 30 minute pick-up window during which time the vehicle might come, is longer than desirable. A rider can potentially loose two hours a day, waiting for the vehicle on either side of the trip.</p> <p style="text-align: right;"><i>Suzanne White, Big Bear</i></p>	<p>MARTA's existing pick-up window for dial-a-ride services is 30 minutes on either side of the requested pick-up time. As part of the recent <i>Comprehensive Operations Analysis</i>, MARTA management will be reviewing dial-a-ride procedures and will consider modifications to this policy. Some degree of uncertainty of arrival time is necessary for demand response service but MARTA is encouraged to consider how to shorten this window as a one-hour window is longer than industry standards.</p>
<p>Unsafe or Non-Standard Operating Procedures</p> <p>Concerned about a leak in an auxiliary battery and driver continuing to operate vehicle; believed it should have been returned to the yard for review.</p> <p style="text-align: right;"><i>Suzanne White, Big Bear</i></p> <p>There is no standardization of the operations rules and drivers reinforce policies with riders differently. Drivers should be enforcing rules in the same manner. One driver drops off rider two blocks from home while another will transport all the way.</p> <p style="text-align: right;"><i>Suzanne White, Big Bear</i></p>	<p>MARTA policy is that any safety issues that present on the vehicles require that the issue is immediately addressed, either out in the field or back in the shop when the vehicle is returned. MARTA has reinforced with drivers the importance of immediate reporting of safety-related issues and generally of all maintenance issues.</p> <p>MARTA is in the process of rewriting its <i>Operator Handbook</i> which details existing and revised procedures. The implementation of these procedures are standardized both through this document and through the accompanying training. This will be completed by February 2008.</p> <p>MARTA management addressed directly with this individual and with the operator involved regarding a specific complaint about driver behavior.</p>

Revised 12/19/07, page 1

Testimony	Responses
<p>Dispatching Procedures Concerned about paper procedures for dispatching and potential for losing trip request. This rider's trips have been lost. Dispatchers sometimes rude; this is not necessary and hard on riders who would prefer to use alternative transportation if they had it. <i>Suzanne White, Big Bear</i></p>	<p>See previous response.</p>
<p>Notification About Public Hearing Notices available on the bus on Friday for this unmet needs hearing the following week; should be made available at least two weeks ahead of time, with radio spots as well. <i>Ed Cockrell/ Will Kent, Sugarloaf</i></p>	<p>SANBAG staff work with MARTA about hearing notice distribution practices to ensure timely notice of the hearings. MARTA had this year's notices distributed two weeks in advance of the 2007 hearing date, as well as publication of the notice in The Grizzly 30 days in advance.</p>
<p>Bus Schedules Need schedules available in a pamphlet size; need current information about the stops and timing of routes. <i>Ed Cockrell/ Will Kent, Sugarloaf</i></p>	<p>This is an area which MARTA anticipates addressing during the FY 08/09 year to generally improve the appearance, readability and content of its schedules.</p>
<p>Down-the-hill Service When will the added off-the-mountain run start? Has been talked about for a long time but not started. When can riders expect it to begin? <i>Ed Cockrell/ Will Kent, Sugarloaf</i></p>	<p>Service has been excessively delayed, initially because of Caltrans work on Rt. 330 and now due to bus delivery. The two new buses that will make this additional service possible are anticipated for delivery in February 2008 and service will commence within about a month, once the new vehicles are on site.</p>
<p>Fixed Route Service Changes Don't take the bus off Route 3 for [any] part of the day. <i>Ed Cockrell/ Will Kent, Sugarloaf</i></p>	<p>Management has taken steps to adjust the drivers' scheduling to ensure MARTA's staffing levels are adequate to maintain current scheduled service demands. In addition, equipment reliability should be greatly improved with the anticipated delivery of replacement buses in February 2008. Although some modest changes may be implemented to Rt. 3 in Big Bear, in response to recommendations from the recent Comprehensive Operations Analysis, there will be a public hearing before changes are made. Any such hearing will be noticed at least 30 days in advance on the buses, at Big Bear City Hall and in The Grizzly newspaper.</p>
<p>Bus Stops Pull-off areas for buses should be chosen with care for safety, particularly the unpaved shoulders; more safety indicated in some locations. <i>Ed Cockrell/ Will Kent, Sugarloaf</i></p>	<p>MARTA has begun an analysis of all MARTA bus stops, looking at such issues as safety, the ability for the bus to get out of traffic to pick up passengers, bus stop amenities for the customer and signage. The safety of the stops is of paramount importance and some recommendations are forthcoming. Any changes to location will be posted at the original stop to advise of the new stop location.</p>
<p>Vehicle Types Low floor vehicles are desirable. Easier to board. <i>Ed Cockrell/ Will Kent, Sugarloaf</i></p>	<p>While these vehicles are convenient, regrettably, the mountains' topography and uneven, rough roadways that result from snow and ice make low floor vehicles not practical for the MARTA service area.</p>

Unmet Public Transit Needs Hearing – Lower Desert Region/Valley Unga Basin
Morongo Basin Transit Authority
September 20, 2007 – Joshua Tree, California
SUMMARY OF TESTIMONY AND RESPONSES

Testimony	Responses
<p>Weekend Service</p> <p>Saturday Service – Would like to see Saturday service to get to the grocery store, pick up medications, run errands. Some work trips on Saturdays.</p> <p><i>Maggie Fuentes, Yucca Valley</i> <i>Marie Barr, Yucca Valley</i> <i>Gladys Arna, Yucca Valley</i> <i>MarySue Benson, Joshua Tree</i> <i>Dale Risk, Joshua Tree</i> <i>Richard Hunter, Joshua Tree</i> <i>Bill Florside, Yucca Valley</i></p> <p>Sunday – Could be very limited, just four-hour day, and even run every other Sunday as a test with sufficient promotion, but just hitting the popular areas.</p> <p><i>MarySue Benson, Joshua Tree</i></p>	<p>Weekend service will be evaluated in the next fiscal year. MBTA will be making significant operational changes during the next year realigning routes due to construction of the new Transit Center and WalMart/Home Depot complex. This makes it difficult to further expand service until the planned changes are complete.</p>
<p>Bus Shelters / Bus Improvements</p> <p>Would like to see a bus shelter and closer bus stops to the Recovery Center at Monterey Business Center; many people attending the Wrap-Around services at that clinic. Petition with 108 signatures.</p> <p><i>Susan Short, Director</i> <i>Joan Gahagan, Program Coordinator</i> <i>Gladys Arner, Yucca Valley</i></p> <p>Requests extra stops on south side by Joshua Tree Inn.</p> <p><i>Royal Sian, Joshua Tree</i></p>	<p>Alignment west of Avalon on Yucca Trail will be considered as MBTA realign routes to service the Transit Center and WalMart/Home Depot complex.</p> <p>Operations staff investigated this location, solar i-stop is now planned for installation.</p>
<p>Extended Hours of Service</p> <p>Requests evening service on the Ready Ride and neighborhood routes; possibly between Joshua Tree and yucca Valley to support general shopping and social events.</p> <p><i>Dale Risk, Joshua Tree</i> <i>Lorna Hasket, 29 Plains</i></p>	<p>Extended service hours will be evaluated on during the coming year, along with weekend service.</p>

Testimony	Responses
<p>Routing</p> <p>Would like to see service in to Pioneer Town, at least once a month. <i>Bill Florside, Yucca Valley</i></p> <p>More Service is needed between Yucca Valley and 29 Palms; requests more frequent service as it currently too long between buses. <i>Emily Byers, Yucca Valley</i></p>	<p>Pioneer Town service is not planned at this time as it would have very low levels of productivity.</p> <p>Increase in service frequency on Route 1 will be evaluated during the coming year, after the existing planned service changes are implemented and their impacts on ridership understood.</p>
<p>Additional Assistance</p> <p>Requests that driver assist rider to the door – door-to-door transportation help is needed by some riders. <i>Regina Wagner, Yucca Valley</i></p>	<p>MBTA Ready Ride service does provide assistance upon request.</p>
<p>Service to Palm Springs</p> <p>Need more connection times on the Palm Springs runs. Would like an earlier pick-up than the 5pm bus; proposes between 1pm and 2pm return bus. Also it would be helpful to run service back later in the evening, until 10pm.</p> <p>Request extended service to Palm Desert Mall, once weekly or once monthly; can charge additional fare. <i>Emily Byers, Yucca Valley</i> <i>Kathy Schmidt, Joshua Tree</i></p>	<p>Coachella Valley Service is planned for evaluation by MBTA; however Route 12 and 15 have experienced declining ridership in recent months due to changes in service environment. Greyhound services is no longer operating out of Palm Springs which contributed to declines in ridership from the Marine Base, as well as more restrictive leave policies recently introduced by the Marine Corp. These changes have reduced ridership on those lines making it difficult to add the requested mid-day and later evening service at this time. MBTA will continue to monitor changes that may suggest increasing ridership demand.</p>
<p>Medical Trips in to Loma Linda and V/A</p> <p>Demand for medical trips continues from the Morongo Basin in to the medical facilities in the San Bernardino Valley, including the V/A, Loma Linda and Arrowhead Medical Center. These remain a difficult-to-meet need. <i>Atia Baig, Dept. of Aging and Adult Services</i></p>	<p>Medical trips are available for veterans on DAV shuttle and for general public on Reach Out Morongo Basin Vans.</p>
<p>Service Complements</p> <p>Appreciation for MBTA, its drivers and administration expressed by numerous speakers at the public hearing.</p>	<p>These are always good to hear and staff of MBTA and SANBAG appreciate knowing that consumers are pleased with the services provided.</p>

Minute Action

AGENDA ITEM: 5

Date: February 15, 2008

Subject: Loan to Mountain Area Regional Transit Agency

Recommendation:

1. Authorize a loan in the amount of \$454,933 from the Local Transportation Fund (LTF) and
2. Approve Agreement C08157 for the loan to Mountain Area Regional Transit Agency for the purchase of six paratransit buses.

Background: The Mountain Area Regional Transit Agency (MARTA) will be receiving six replacement paratransit vehicles during the month of March to provide services to both the general public and disabled populations in the Mountain area. The six buses are funded through both Congestion Mitigation/Air Quality (CMAQ) and State Transit Assistance Fund (STAF) revenues. The CMAQ funding is a reimbursement fund, once the vehicles are delivered and paid for, MARTA will request reimbursement through the California Department of Transportation (Caltrans) which takes approximately three to six week for the process to be complete.

The total dollar amount of the purchase price is \$513,874, 11.47% will be covered by STAF funds and the balance of 88.53% through CMAQ. Due to the large purchase amount and shortage of available funds, MARTA is requesting a loan in the amount of \$454,933, which will cover the CMAQ dollar amount until the reimbursement is made available through the state.

Approved
Mountain/Desert Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

The loan will be from the Local Transportation Fund unrestricted balance. The loan will be paid by June 2008. In addition to the repayment of the principal, MARTA will pay the rate earned by the County Treasury Pooled Investments for the period of the loan.

Financial Impact: This item will have no impact on the SANBAG budget as interest will be paid at the same rate the funds would otherwise earn in the County Investment Pool.

Reviewed By: This item is scheduled for review by the Mountain Desert Committee on February 15, 2008.

Responsible Staff: Mike Bair, Director of Transit and Rail Programs
Beth Kranda, Transit Analyst

PROMISSORY NOTE

\$454,933.00

March 5, 2008

For value received, Mountain Area Regional Transit Agency (MARTA) promises to pay the San Bernardino Associated Governments (SANBAG) the sum of \$454,933 with simple interest to be computed quarterly on the principal balance owing, at the interest rate earned by the County Treasury pooled investments. Principal and interest shall be payable in lawful money of the United States.

In case suit is instituted to collect this note or any portion thereof, MARTA promises to pay the cost of the suit in such sum as may be determined by the court, including attorney fees.

This note or any portion thereof shall be due and payable within ninety (90) days after the date of MARTA's application for CMAQ reimbursement to Caltrans and in any event not later than June 30, 2008.

MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY

By: _____
David Leach
Chair

Date: _____

SANBAG Contract No. 08157

by and between

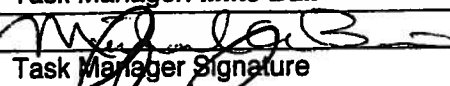


San Bernardino Associated Governments

and

Mountain Area Regional Transit Authority

for

Loan of Local Transportation Funds for the purchase of 6 replacement paratransit vehicles

FOR ACCOUNTING PURPOSES ONLY				
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment	
Notes: Loan includes principal and interest				
Original Contract:	\$ <u>454,933.00</u>	Previous Amendments Total:	\$ _____	
Contingency Amount:	\$ _____	Previous Amendments Contingency Total:	\$ _____	
		Current Amendment:	\$ _____	
		Current Amendment Contingency:	\$ _____	
Contingency Amount requires specific authorization by Task Manager prior to release.				
Contract TOTAL →			\$ <u>454,933.00</u>	
↓ Please include funding allocation for the original contract or the amendment.				
Task	Cost Code	Funding Sources	Grant ID	Amounts
<u>50208000</u>	<u>1153</u>	<u>LTF</u>	<u>L0340</u>	<u>\$ 454,933.00</u>
Original Board Approved Contract Date: <u>3/5/08</u>		Contract Start: <u>3/5/08</u>		Contract End: <u>6/30/08</u>
New Amend. Approval (Board) Date: _____		Amend. Start: _____		Amend. End: _____
If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:				
Approved Budget Authority →	Fiscal Year: <u>2007/2008</u> \$ <u>454,933.00</u>	Future Fiscal Year(s) –		Unbudgeted Obligation → \$ _____
Is this consistent with the adopted budget? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If yes, which Task includes budget authority? _____				
If no, has the budget amendment been submitted? <input type="checkbox"/> Yes <input type="checkbox"/> No				
CONTRACT MANAGEMENT				
Please mark an "X" next to all that apply:				
<input checked="" type="checkbox"/> Intergovernmental <input type="checkbox"/> Private <input type="checkbox"/> Non-Local <input checked="" type="checkbox"/> Local <input type="checkbox"/> Partly Local				
Disadvantaged Business Enterprise: <input type="checkbox"/> No <input type="checkbox"/> Yes _____ %				
Task Manager: Mike Blair		Contract Manager: Beth Kranda		
				
Task Manager Signature		Contract Manager Signature		Date
Date <u>2-7-08</u>		Date <u>2/7/08</u>		
		Date		
Chief Financial Officer Signature		Date		
Filename: CSS08157-bk				

AGREEMENT NO. C08157

SAN BERNARDINO ASSOCIATED GOVERNMENTS

and

MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY

THIS AGREEMENT, entered into this 5th day of March 2008, is by and between the San Bernardino Associated Governments, hereinafter referred to as "SANBAG" and the Mountain Area Regional Transit Authority, hereinafter referred to as "MARTA".

Recitals

WHEREAS, MARTA has requested SANBAG to loan it \$454,933; and

WHEREAS, SANBAG, acting as the transportation planning agency responsible for administering the Local Transportation Fund (LTF), has determined there is sufficient revenue in the LTF to provide such a loan under the terms and conditions set forth in this Agreement.

NOW, THEREFORE, in consideration of the terms, conditions and provisions set forth herein, the parties hereto agree as follows:

1. Loan Provisions:

- a. SANBAG shall loan MARTA \$454,933 from the Local Transportation Fund (LTF). Such funds shall be disbursed to MARTA within fifteen (15) days after approval of this Agreement by both parties hereto and execution by authorized representatives of the parties. The attached Promissory Note shall be executed by MARTA and such Note is part of this Agreement.
- b. The loan of funds shall be used by MARTA for the purchase of six replacement paratransit vehicles.
- c. MARTA shall pay interest on the loan from the date the loaned funds are provided to it until such funds are repaid. The interest rate will be the rate earned by the San Bernardino County Treasury pooled investments for the period of the loan.
- d. The loan and shall be paid by MARTA from Federal Transit Administration (FTA) Congestion Mitigation/Air Quality (CMAQ) funds. MARTA shall, no later than 90 days after the application to the California Department of Transportation (Caltrans) for reimbursement, pay that amount plus interest to SANBAG. The loan principal and accrued interest shall be repaid by MARTA to SANBAG no later than June 30, 2008. If funds do not become available to MARTA as provided above, MARTA shall be obligated to pay the Promissory Note from other MARTA funds.

2. General Provisions:

- a. MARTA agrees to indemnify, defend and hold harmless SANBAG, its agents, officers and employees from and against any and all liability, expenses, including defense cost and legal fees, and claims for damages of any nature whatsoever, including but not limited to, bodily injury, death, personal injury or property damages, arising from or connected with MARTA's projects and activities funded by the loan under this Agreement.
- b. No party hereto shall assign or delegate any of its rights, duties or obligations under this Agreement without prior consent of the other party.
- c. The Agreement shall remain in effect until the loan, plus accrued interest, is repaid in full.
- d. In the event suit is instituted to collect under this Agreement, SANBAG shall be entitled to cost and attorneys fees involved in collection from VVTA under the Agreement, as may be determined by the court.

IN WITNESS THEREOF, the parties hereto have caused this Agreement to be executed by their respective officials thereunto duly authorized.

**SAN BERNARDINO ASSOCIATED
GOVERNMENTS**

**MOUNTAIN AREA REGIONAL
TRANSIT AUTHORITY**

Lawrence E. Dale
President

David Leach
Chair

Date: _____

Date: _____

APPROVED AS TO FORM

APPROVED AS TO FORM

Jean-Rene Basle
SANBAG Counsel

Fiona Luke
MARTA Counsel

SANBAG Acronym List

1 of 2

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

SANBAG Acronym List

2 of 2

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents,
San Bernardino Associated Governments
(SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient,
multi-modal transportation system
- Strengthen economic development
efforts
- Exert leadership in creative problem
solving

To successfully accomplish this mission,
SANBAG will foster enhanced relationships
among all of its stakeholders while adding
to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996